Here it is, wearing the Honeywell label

## Better engine control for the jet age

S ENGINES become more powerful, As planes fly faster and farther, the demand for a better engine control

system has to be met. The new Honeywell electromechanical control is such a system. It makes it possible to accelerate a cold turbojet engine to full augmented thrust 30 to 45 seconds faster. The new fully automatic system takes much of the burden off the human pilot,

and at the same time operates the engine at maximum efficiency under constantly changing conditions. The new Honeywell engine control is a co-ordinated automatic electro-

mechanical system. It utilizes the speed and sensitivity of electrical computers to position the mechanical control elements of the engine.

Because this new self-adjusting system senses conditions within the engine, it can give more accurate control and faster response than any purely mechanical system.

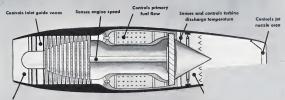
Weighing under 70 pounds, the new Honeywell system is a flexible system adaptable to any turbojet

The new engine control system is engine. another new development from Honeywell. There'll be more, for automatic control is so important to aviation's progress. And automatic control is Honeywell's business.

Hőneywell Aeronautical Division

2600 Ridgway Road, Minneapolis 13, Minn.

## What the new Honeywell system does







## Light shoe gives fighter more kick

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THE GARRETT CORPORATION



## New, Compact Anti-Fogging Unit For The RF84F Camera Compartment

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#### NEWS DIGEST



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### DH-110 Passes First Carrier Tests







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## INDUSTRY OBSERVER

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tisting program. First XF-104 is menting completion of Plane 2 the testing at Indicate AFE.

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#### Washington Roundup

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AVIATION WEEK VOL. 61, NO. 16

### Military Experts Open Missiles Probe

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#### New AF Contracts Top \$1 Billion Production orders to for R-58 E-104 and KC-135.

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### Pullback Fight Unites Small Firms

Two groups form on the West Coast to hottle deep cuts in husiness volume from prime sinframe producers. By William J. Gazeklin

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# more power... ...better power

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AVIATION WEEK, Gender 18, 1994



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MODEL CATS TWO SPEED PAIGNG ANTENNA.
ADMATE MERCOS
designed for continuous duty to operate at 2000 and 13,5
rp m on 25 with 0 C. Rappel in construction, yet impose
para, of the of the of 2,000 hours, wherein 2.75 fee.









for see on Supersonic Brusenth Assistit Designed to operate at high underest temperature of 20°C at 50,000 text also body opine of musels at 3 PP, 30 seconds at 256 RP. Right temperature assertable used throughout. Motor weight, including pair box, 22% Re.

MODEL 8-130. EXPLOSIDE PEOCE PERMUIE PUMP CONT equipped with in-line peer reduction. Seen box is keep assurble robe fevel at an absolute minute

temp assection croice fored and an absolute minimum. Sur continements folly operation with drift positio verying from 115 to 5 RP had Designed to operate for 2,000 hours without maintenance. Operates in a vertical position Weight, 2006 lbs. MEDEL 0-838-400 CYCLE, 6.5 MP, 8.C. MOTER FOR

MODEL 0-830 - 400 CYCLE, 6.5 MP, 8.C. MOTTOR FOR DETERMITITION COLV. MOTTOR FOR DETERMITION COLV. MOTTOR MODEL (1.5 m) with 2.5 m controls (1.5 m) with 2.50 m p m, 15.0 accords (1.5 m) m m m, 15.0 accords (1.5 m) m m, 15.0 accords

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MODEL C1500- STANDAY MOTOR FOR MODELNATIVE STANDAYSE But is day cycle of 50 metable on, 3 minutes off, Barad 13,000 npm on 25 min 0 C of 21 argumes, with 0.5 MP au-

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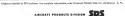
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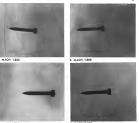
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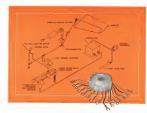




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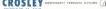
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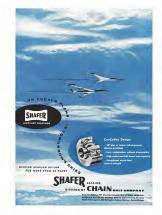
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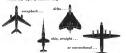
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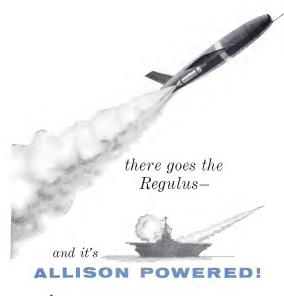
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